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No. 17,286.

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HONGKONG, MONDAY, SEPTEMBER 29TH, 1913.

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1.15 " " 1.45 " " 15 " "
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R 9.60	Harbin (Russian Train) ... Lv.	* 10 a.m.	Mon.	Wed	Fri
	Changchun (S.M.R. Train) ... Ar.	* 6.30 "	"	"	"
Y 11.50	Mukden (" " " ") ... Lv.	7.00 "	"	"	"
	(" " " ") ... Ar.	1.50 p.m.	"	"	"
Y 14.95	(" " " ") ... Lv.	2.10 "	"	"	"
	(" " " ") ... Ar.	10.20 "	"	"	"
Y 40.00	(Steamer) ... Lv.	Noon	—	Thurs.	Sat
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[261]

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Hongkong, 16th April, 1913. [654]

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No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, SEPTEMBER 29TH, 1913

THE birthday anniversary of CONFUCIUS seems to have suddenly become a great national fête day in China. A few years ago the anniversary passed almost without public notice, but on Saturday last residents saw the principal Chinese streets of Hongkong a blaze of colour, the s riped flag of the Republic, or other gay bunting being exhibited on almost every house. Moreover, the day was observed as a public holiday by a great number of Chinese business houses in Hongkong, and the popular observance of the anniversary here was but typical of what was doubtless taking place in many of the cities of China, from Peking to Canton. Many of our readers are probably aware that in the past few years there has been some endeavour among educational leaders in China to re-vitalise Confucianism, if we may so describe the movement, and at the present time a well-organised effort is being made to get Confucianism recognised in the permanent Constitution of the Republic of China as the State religion. The Provisional Constitution, by Article VII, guarantees religious freedom, and the PRESIDENT in a speech delivered before the National Council on April 25th, 1912, showed himself to be a strong advocate of religious liberty. "All religions will be regarded," he said, "as being on the same footing, and there will be no discrimination

against any one of them. Mutual respect and avoidance of mutual distrust should be cultivated by the people, whatever religious faith they may embrace, so that they may all share in the enjoyment of public peace and happiness." It is stated by Christian missionaries that this utterance by the PRESIDENT has had a great effect upon the sentiment of the populace towards Christianity in China, strengthened as it has been by the public request of the Government at Peking for the prayers of Christendom for China. However much the sincerity of the motives prompting this request may be questioned, this recognition of Christianity by the Government has manifestly advanced the cause of religious freedom in China. The attempt which is being made to get Confucianism adopted in the Permanent Constitution as the State religion of China is regarded probably by the bulk of Christian missionaries as a blow at religious liberty, though we recently read a letter written to a Northern contemporary by Dr. GILBERT REID, one of the best known missionaries in China, dissenting from this view and warmly supporting the movement. We gather that what the leaders of the movement have petitioned Parliament to do is to make the clause in the Permanent Constitution read to the following effect: "Confucianism shall be the State religion, while religious liberty shall be accorded to the people of China." Are these two things compatible? On that question there must arise, if it has not arisen already, a serious difference of opinion. Dr. GILBERT REID has pointed out that what has inspired the movement is the idea that the recognition of Confucianism as the national religion would be the antidote to the growing spirit of lawlessness. The memorial presented to Parliament, he says, is signed by men who are progressively conservative, and who, while strongly Confucian, are by no means antagonistic to the spread of Christianity. The leading spirit of the movement, Dr. CHEN HUAN-CHENG, was a Hanlin and received a Ph.D. from Columbia University in the United States of America. Next in prominence is YEN FU, who has attempted a new translation of the Gospels. Dr. GILBERT REID's views on the movement are thus summarised:—

If any religion is suited for being the national religion of China without infringing on religious liberty, it is Confucianism. First, it is indigenous to China and for centuries has entered into the life of all the people. Secondly, it places emphasis on the moral virtues, concerning which there can be no dispute. Even its essential religious ideas are in agreement with Christianity. Thirdly, Confucianism was directed to the State, as is not true of Christianity. Its classics are books of instruction to rulers. The teaching on these matters is direct, not left to the logic of implication. Fourthly, matters of dispute as to dogma are left to each religion to propagate as it sees fit, under fullest religious liberty. By agreeing to accept Confucianism as China's national religion, the Christian, the Moslem and the Taoist join with the Confucianist in propagating principles on which they all agree. By making any other religion the national religion of China, there would arise points of dispute and disagreement, and if enforced, they would infringe on religious liberty. If China rejects Confucianism as its national religion, the vast proportion of its officials from the President down will be left to plunge into the whirlpool of immorality, lawlessness, and godlessness. The few who may yet be in the minority, and will be able to affect only a portion of the whole mass. In the meanwhile the country will become weaker and weaker through unrestrained viciousness. Let us many individuals as possible become Christian, but let the State for the time being remain Confucian.

Underlying this advocacy is the large and erroneous assumption that the Chinese people are wholly Confucian. Would the recognition of Confucianism as the national religion prove acceptable to the Mohammedan population, whose numbers range from 15,000,000 to 70,000,000 according to the authority one prefers to accept? Would it be acceptable to the Tibetans and Mongolians who are deeply attached to the Buddhist faith? There is force in the contention which we have seen advanced by a Chinese writer that China cannot make one of the religions of the Han race compulsory on the other races which form the Republic, because if she did, this she would destroy the Republic itself. We do not doubt that in the end the political will triumph over the religious considerations, but if the whole object of erecting Confucianism into a State religion is intended to ensure the inculcation of the moral virtues in the schools,—a most praiseworthy object—would it not be possible for the Ministry of Education to meet this desire by getting educational and religious leaders representing all religious faiths to compile a book of instruction on non-sectarian lines? China has never possessed a State religion and it seems too late for her to adopt one now when the whole tendency of modern thought is opposed to any action of the State savouring of an infringement of the principle of religious liberty and equality.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. M. J. Breen to act as Assistant Secretary for Chinese Affairs in addition to his other duties, with effect from the 28th August, 1913.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. L. G. Bird to be a Member of the Committee for the Wong-wei-chong and Queen's Recreation Grounds, as representative of the Hockey Club, vice Mr. J. Barton.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
D. W. Craddock, Esq. \$10
Hon. Mr. Wei Yuk, C.M.G. 5
Bismarck & Co. 5

His Excellency the Officer Administering the Government has been pleased provisionally to appoint Mr. G. J. Chambers to the post of Land Bailiff, New Territories, rendered vacant by the absence of Mr. W. J. Unwin without leave or reasonable cause, with effect from 10th September.

The Harbour Master, Commander Basil Taylor, R.N., notifies in the Gazette that on and after the 1st January, 1914, the character of the lights exhibited on the fairway buoys at the west end of the central fairway in Hongkong harbour, and on the Chai Rock buoy, in Hung Hom Bay, will be as follows:—8th Order, white, showing one flash of 0.2 seconds duration every 3 seconds, and visible all round the horizon, to a distance of 5 miles.

Lieut. Theodore N. Sharpe, R.N., King's Harbour Master, in Hongkong, was married at St. John's Cathedral on Friday afternoon, to Miss Amy Rose Marks the ceremony being conducted by the Rev. V. H. Copley Moyle, Cathedral chaplain, assisted by the Rev. A. C. Moreton, naval chaplain. Many of the friends of the bride and bridegroom were present, and as the happy couple left the Cathedral they passed under an arch of steel formed by the swords of the bridegroom's brother officers. The usual floral crown was hoisted between the masts of H.M.S. Tamar.

CROQUET TOURNAMENT.

OPEN CHAMPIONSHIP OF THE COLONY.

The above Tournament has been won by Mr. P. M. Hodgson, and we are advised that the handsome cup offered by the Nestle & Anglo-Swiss Condensed Milk Co. has been sent to Mr. Hodgson.

We learn that the Nestle & Anglo-Swiss Condensed Milk Co. have kindly promised to offer a Championship Cup for next year's Tournament. Seeing that the institution of a Croquet Tournament would fill in the time between the close of the Tennis Tournament and the opening of the Cricket Season, it is anticipated that this Croquet Tournament will become more and more popular each year.

OPIUM IN HUNAN PROVINCE.

Mr. C. E. S. Wakefield, acting commissioner of Chinese Customs at Changsha, in his report for 1912 writes: Among the provinces which have striven to throw off the thralldom of the opium habit Hunan has been one of the most vigorous, and her efforts have surpassed in result the most optimistic anticipations. So successful have these efforts been, that it may be confidently said that the whole province, with such small exceptions as serve to throw the rest into relief, is now rid of the black blot that a short time ago marred its fairness. The predictions that have been so freely made of the probability of worse evils, such as morphia or drink, replacing opium, show no signs of being verified. Dr. F. C. Yen, of the Yale Mission Hospital, states, "As far as I know, morphine is practically not used as an injection, or by mouth, in this province. The Red Cross hospital and the Yale hospital receive a large number of opium patients from the opium bureau, and so far we have not observed a single case of morphine habit. The same is true with cocaine." As for drink, perhaps the hardy Hunanese are less averse to the pleasures of the wine cup than people of most other provinces ("bars" are not uncommon in the city), but there is no indication of an increase in the consumption of alcohol. Cigarettes have a smaller hold in this province than perhaps on any other part of China, due, possibly, to the excellent tobacco grown locally, and the sales for the past year show no marked growth. The only parts of the province where opium is grown are the mountainous regions of Kwei-yangchow, near the Kwangsi border, and Kienchow near the Kweichow border. Efforts are now being made to eradicate the poppy from these districts. The Government sales bureau, with the monopoly of the retail trade in opium, was closed on the 15th July, and all smoking was prohibited from that date. Heavy fines were exacted for infringements of the order, and all stocks were shipped to other provinces or destroyed. Finally, the Government went further, and made smoking a criminal offence. Contrary to expectation, the extreme penalty was inflicted on several confirmed smokers, and public opinion approved of the measure. These executions have been criticised, but it may be urged that they were necessary to impress all people of the deadly earnestness of the Government in their determination to rid the province of an incubus which once lay so heavy upon it.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPAN AND CHINA.

A NEW COMPLICATION.

TOKYO, September 28th.

General Chang Hsun's delay in apologising to the Japanese Consul at Nanking is creating a new complication.

The Minister for the Navy conferred with the Premier yesterday and presented a report by Admiral Naeta, commanding the Japanese warships in the Yangtze.

The Foreign Minister also conferred with the Premier.

GENERAL CHANG DECIDES TO APOLOGISE.

LATER.

This morning General Chang visited the Japanese Consul at Nanking alone, and promised to apologise before three regiments of soldiers. He decided to go in the afternoon.

General Chang will be cashiered, and his soldiers disbanded.

SHANGHAI, September 28th.

General Chang Hsun, in person, with thirty officers, through an interpreter apologised at the Japanese Consulate, Nanking, at nine o'clock this morning.

At three o'clock in the afternoon a regiment of 800 men, headed by a foreign band and bearing aloft the Republican flag, which presented a fine appearance, made an impressive demonstration in front of the Consulate, presenting arms.

Two hundred Japanese soldiers were standing at attention.

The Commander of the Chinese troops saluted the Japanese Consul.

The ceremony lasted half an hour.

[THROUGH REUTER'S AGENCY.]

THE JAPANESE DEMANDS ON CHINA.

AN ULTIMATUM.

LONDON, September 27th.

The Times correspondent at Peking says that the Japanese Minister has called the attention of the Chinese Government to its failure to comply with the Japanese demands arising out of the Nanking incident, and has declared that if satisfaction is not accorded in three days Japan will consider herself free to take what steps she may deem necessary.

Ten Japanese warships, crowded with marines, are lying in the Yangtze near Nanking.

CHINA'S FINANCIAL POSITION.

QUINTUPLE GROUP FAILS TO PREVENT "RECKLESS EXPENDITURE."

LONDON, September 27th.

The Times publishes a special article under the heading "The Cosmopolitan Finance of China," dwelling upon the failure of the Quintuple Group to effect their object of restraining China from reckless expenditure. The Times, commenting in its leader columns upon the article, emphasises the necessity for the British Government to reconsider its financial policy in China so as to prevent the unfair handicapping of British industry by foreign rivals, and recommends the continuance of the Quintuple Group for large non-commercial loans as a useful supervisory organisation, but demands a change of policy with the view to restoring to British firms liberty of action to participate in sound industrial and railway enterprises and releasing the Foreign Office from any obligation to support the members of the Quintuple Group. The article concludes:—"The potential resources of the Chinese are great enough to justify a further extension of their liabilities if only an efficient internal Government can be assured."

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ULSTER'S RESISTANCE TO HOME RULE.

A MILITARY DEMONSTRATION AT BELFAST.

LONDON, September 28th.

Sir Edward Carson has recovered from his illness, and will review Volunteers to-day. General Richardson will be in command, Colonel Hackett Pain, Chief of Staff, Lieut.-Colonel T. McCammond, Officer in Command of the Administration; Captain W. B. Spender, of the Special Reserve, Assistant Quartermaster General, and Captain F. Half, Military Secretary. Regimental commanders include Colonel Wallace, Special Reserve; Captain the Hon. Claud Chichester, late of the Royal Fusiliers; Major F. Crawford, late of the Royal Artillery Militia; Major McCalmont, M.P., Irish Guards; Colonel W. McCammond, Special Reserve, and Major Lennox-Connyngham Warwick. Mr. F. E. Smith, K.C., M.P., acts as galloper for General Richardson. The Volunteers will advance to the tune of the "British Grenadiers."

Sir Edward Carson has received a telegram from Mr. B. O. Hucks, the famous airman, offering his services in case of need.

Special intercessory services are to be held at Belfast to-day, the anniversary of Ulster Day.

LATER.

For the half-holiday in Belfast the city was gayly decorated. The weather was dull. Thousands assembled in the streets and cheered lustily as four regiments of the Ulster Volunteers marched to the agricultural show ground at Balmoral, from north, south, east and west of Belfast. A great and enthusiastic crowd assembled on the review ground. The four regiments drew up in front of the grand stand, the signalling corps being on the left, the despatch riders, who were mounted on motor cycles, and who escorted Sir Edward Carson, being on the right.

Sir Edward Carson, accompanied by General Richardson, received a great ovation. The Volunteers came to attention, and Sir Edward Carson and General Richardson inspected them. The Volunteers then "indicated" the salute by advancing in review order fifteen paces when they halted and cheered three times for the Union.

Great Union Jacks were broken at the flagstaff in the centre of the ground and the bands played "Rule Britannia" and the National Anthem.

Sir Edward Carson briefly addressed the Volunteers, and the ceremony concluded with a March Past in column of fours. Then the regiments, headed by the bands, marched off to the dispersing point.

During the procession through the streets a revolver was fired and a child shot in the leg.

Sir Edward Carson, addressing the Ulster Volunteers, said that when he saw such a splendid and overwhelming force he was confident of their ability to establish a provisional government. He promised them that as long as they stood firm they would never have Home Rule.

MR. URE'S PREDICTION.

Mr. Alexander Ure, speaking at Uphall, near Edinburgh, said that the provisional government in Ulster would collapse by its own weight in a few weeks, and that the banks would treat it as they would a South American revolution. If the Conservatives shook off the domination of the Orangemen the Government would be ready to negotiate the question and give greater representation to Ulster in the Irish parliament, and they would listen favourably to proposals giving Ulster absolute control in education and religious affairs. He rejoiced to observe indications which he hoped would strengthen next week in the direction of a conference for friendly compromise.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AN ULSTER CAMPAIGN IN GREAT BRITAIN. The Irish Unionist Members of the House of Commons have decided on a second tour of Great Britain in October and December.

INDEMNITY FUND SWELLING.

There are thirteen £10,000 subscriptions to the Ulster Fund, including those of the Duke of Abercorn and several members of Belfast firms.

A GATHERING OF CABINET MINISTERS.

Mr. Asquith and Mr. Lloyd George are the guests of the Chief Liberal Whip, Mr. P. H. Illingworth, at Brodick Castle, Arran.

LATER.

Mr. Runciman, President of Board of Agriculture, arrives at Brodick Castle to-day, and Mr. Winston Churchill on Monday. It is generally believed that important discussions will take place on the Home Rule question. Afterwards Mr. Asquith proceeds to Balmoral Castle as the Minister in attendance on the King. It is regarded as certain that the Premier will review the situation with His Majesty.

MR. BRYCE IN IRELAND.

A SIGNIFICANT VISIT.

LONDON, September 28th.

The Right Hon. James Bryce, formerly British Ambassador to the United States, visited Belfast on Friday, and afterwards left for Dublin. Significance is attached to his visit, as he was formerly Secretary of State for Ireland.

AFFAIRS IN THE BALKANS.

GREECE SUSPICIOUS OF TURKEY'S INTENTIONS.

LONDON, September 27th.

Greece has asked Turkey to name a definite date for the resumption of the peace negotiations. The Greeks appear to be convinced that Turkey is negotiating some arrangement with Bulgaria hostile to Greece. All the Greek naval and military officers have been recalled from leave.

The prolonged failure of the Greek and Turkish Plenipotentiaries to arrange peace terms, coupled with the reports of the operations of Turkish irregulars in Thrace and the Turkish mobilisation in Asia Minor on a large scale, is causing apprehensions of a fresh conflict between the Turks and Greece, which were accentuated to-day by the news that the Greek Royal yacht suddenly started for Trieste to embark the King, who had been expected to stay at Eastbourne for some time.

A message from Constantinople states that the Porte has informed Greece that it will resume peace negotiations immediately the peace with Bulgaria has been signed.

A Sofia telegram states that King Ferdinand is going abroad for a short cruise.

CONSTANTINOPLE, September 28th.

The Turco-Bulgarian peace delegates have settled all outstanding questions and the Peace Treaty will be signed immediately—not later than the 29th instant.

A MASSACRE OF GREEKS.

The Embassies have received telegrams reporting the massacre of 200 Greeks in Western Thrace.

MONTENEGRO'S LOSSES.

Reuter's correspondent at Cetinje wires that an official computation of Montenegrin casualties in the war places the number at 10,381.

KING OF GREECE IN LONDON.

LONDON, September 28th.

King Constantine of Greece has arrived in London. Accompanied by the Greek Minister, his Majesty has visited Sir Edward Grey at the Foreign Office.

THE PEARL NECKLACE THEFT.

FRENCH DIAMOND BROKER'S UNFORTUNATE "TURN."

PARIS, September 28th.

M. Quadrastain, the French diamond broker who was concerned in the recent pearl necklace case, appeared at a music-hall in Paris to describe the pearl necklace. He was hooted by the audience, however, and was unable to speak for the tumult.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]
THE ARMY MANOEUVRES.
A SPEECH BY THE KING.

LONDON, September 27th.
The King has conferred the Commandership of the Victorian Order on Major-General Robertson, who has been His Majesty's guide during the manoeuvres.

At the close of the manoeuvres, the King acted as President at a Conference of Officers, and in the course of a speech remarked that the scheme of exercises had entailed the employment of a larger force under one command than ever before. His Majesty was glad to notice the increase in the number of aircraft, and had experienced great pleasure in seeing so many Territorials co-operating with the Regulars. He was also delighted to welcome the Overseas officers. From what he had observed, he was convinced that great strides had been made in the practical training of all ranks, and he was greatly impressed by the keenness of both officers and troops.

WAR MINISTER'S AERIAL TRIP.

LONDON, September 27th.
Colonel Seely, Secretary of State for War, attending the manoeuvres at Lillbourne, went for a flight in an aeroplane. Their Majesties the King and Queen were present, and congratulated the aviators upon their success.

BRITISH FIRM'S CONCESSIONS IN AMERICA.

LONDON, September 27th.
The Standard says that Messrs. Pearson & Co.'s concessions in Columbia possess far-reaching possibilities. It is not improbable that the construction of an inter-oceanic canal along the course of the Atrato River will be undertaken, which will minimise the importance of the Panama Canal. The question may lead to a re-statement of the Monroe doctrine.

AN AMERICAN MILLIONAIRE'S ESTATE.

LONDON, September 27th.
Mr. Anthony Brady, an American millionaire, left estate in the United Kingdom to the value of £1,315,528. The death duties on the estate exceed £210,000.

AMERICAN TARIFF BILL.

WASHINGTON, September 27th.
The Conference Committee on the new Tariff Bill has finally fixed the minimum income liable to income tax at \$3,000 for unmarried persons and \$4,000 for those married.

MANUFACTURING DEVELOPMENT IN THE FAR EAST.

CANADIAN TRADE MINISTER'S VIEWS.

OTTAWA, September 26th.
The Canadian Minister for Trade, Mr. Foster, in a speech reviewing his recent tour in the East, said the manufacturing development of China and Japan imported into the problem of the future a productive power which would create some confusion in the great centres of the world. These peoples were to be reckoned with, and the lesson he wished to impress upon Canada was the cultivation of neighbourly relations with all the countries bordering the Pacific Ocean.

THE INDUSTRIAL UNREST.

LONDON, September 27th.
The strike of Messrs. Carter, Paterson and Company's employees has been settled. The Company has recognised the Union, and has granted other concessions.

THE DUBLIN DISPUTES.

LONDON, September 27th.
The Board of Trade has appointed Sir G. R. Askwith, Sir Ratcliffe Ellis, and Mr. J. R. Olynes, the Labour Member of Parliament for N. E. Manchester, as a Court of Inquiry into the Dublin disputes.

DUBLIN LABOUR TROUBLE.

LONDON, September 28th.
The Trade Union relief ship has arrived at Dublin. Thousands of people lined the quay. The strikers unloaded the vessel, the first work they have done for a month, and immediately distributed the goods in sheds to eager and hungry crowds, each person receiving a package of various rations weighing twenty pounds.

RANDOM REFLECTIONS.

We are in the "dog days," and there is little of local interest to write about. But there is always the topic of "the weather" to fall back upon and the chief thing to be said about it is that the end of September has brought a welcome drop in the temperature and the prospect of a series of fine week-ends. Jupiter Pluvius has been extremely unkind lately in so frequently turning up of a week-end and spoiling our tennis and golf. With the approach of cooler weather the sporting clubs and associations are making arrangements which promise a very full season.

When a well-known Shakespearean reciter visited Hongkong recently I recall that some very sarcastic comments were made upon the way in which he was ignored by our cultured elite. It seemed to indicate a prevailing depravity of literary taste. And yet, I see, that a courageous band of local amateurs are to produce "Twelfth Night" at the Theatre shortly. I trust the community (as I have no doubt it will) will endeavour to retrieve its reputation. Seeing a Shakespearean play staged is a very different thing to hearing it recited, however eminent the reciter may be.

The Chinese papers report that Tsen Chun-hsuan is now in Singapore and that he has contracted mental disease. I am indebted to the Peking Daily News for this item of information. Singapore, I am sure, will resent the imputation that mental disease is one of the communicable diseases of the Straits. It may retort that mental disease would seem to have been epidemic in China of late, and perhaps go a step further and declare quarantine against further importations from China.

An interesting discussion arose in a little circle the other day as to the word "bunkum" which appeared in a telegram published a few days ago. "No such word," said one; "it should be 'buncombe'." "Why should it be spelt that way?" asked another, but the quidnunc was unable to remember the answer. The query has been addressed to myself. The answer is that the proper spelling of the word is really "buncombe," but there is ample precedent for spelling it "bunkum." Webster's International Dictionary gives the origin of the term. It is derived from America—whence so many strange expressions are imported into our common language. Bug pardon. Was it not an American humorist who said the two peoples—English and Americans—had everything in common but the language? But *repetitions of a new mutation*. The term we are discussing originated near the close of a debate on the "Missouri Question" in the 16th Congress. One of the members of Congress was a naive old mountaineer from North Carolina who lived near the border of the adjacent county of Buncombe, which formed part of his constituency. The old man rose to speak, but the House, tired of the debate, tried to shout him down with cries of "Question." He persevered, however, for a while, declaring that the people expected it and that he was bound to "make a speech for Buncombe." The term passed into general use as signifying speech-making for the gratification of constituents, and some advocate of phonetic spelling, perhaps oblivious of the origin of the term, printed it as "bunkum," the form in which it now almost invariably appears in print.

A clergyman lecturing in London recently said that one of the sights he remembered in Portugal, was that of the postman delivering his letters among the congregation at church on Sunday, thereby saving himself many a weary walk. Should the lecturer ever extend his travels to Hongkong he will learn that the Chinese postman has not much to learn from his brother of Portugal. Ah Sin does not deliver at church: as a rule he saves himself a great number of weary walks by delivering in the Peak tram stations.

I see that school boys in China have been forbidden to belong to any political party! The Educational Bureau has notified the authorities of all the high and primary schools to that effect. I suppose the penalty for disobedience will be the birch.

A Peking paper gives us another version of the story about the contemplated employment of 200 German officers by the Chinese Government. "Reuter," our contemporary says, "is in fact not strictly accurate, for the officers in question are not to be engaged by the Chinese Government, but are to be employed as special correspondents, through-out China, of a new German newspaper about to be published in the capital in the interests of German trade, finance and politics."

RODGERICK RANDOM.

RAID ON A PIRATE STRONGHOLD.

[FROM A CORRESPONDENT.]

LOK CHEUNG, September 23rd.
We arrived here to-day just in time to witness an attempt to clear out a band of pirates who have for a long time past been terrorising this part of the Canton Delta with headquarters in the above town.

As soon as we dropped anchor a fleet of guardboats loaded with about five hundred of General Li's soldiers arrived with machine guns. They lost no time in getting ashore, as it was a surprise visit on a market day, and surrounded the town, a company with a Maxim Nordenfolt being posted at the end of each street leading out into the country, to cut off the retreat of any pirates who might attempt to get away, whilst detachments entered the town and made a house to house search for guns, and all suspicious-looking characters were arrested. A party of about half a dozen, belonging to the Master Pistol Society, barricaded themselves in a house, but the soldiers soon got in and in the scuffle which ensued four of the pirates were shot and the remainder were taken prisoners.

It being a market day the faint shops which were in full swing were quickly surrounded and everyone arrested, quite a good haul being made, as most of the bad characters had congregated there. There is no doubt but that this raid was well planned, and that the pirates were quite taken by surprise.

At the entrance to the narrow creek which leads up to the town of Lok Cheung, a distance of about two miles from the main river, we saw the four Chinese gunboats anchored, which had towed up the soldiers from Canton, about a thousand in all, and several hundred had been landed there to head off any attempt that might be made by the pirates to get away to the neighbouring towns and villages—whilst the other half, which latter we witnessed.

It appears that over a hundred pirates have been captured and will be sent back to Canton for trial, and there is no doubt as to what their fate will be. About two hundred soldiers are now guarding the town and the remainder are moving out in detachments to the neighbouring towns and villages. We were informed that the shopkeepers in some of the neighbouring market towns have not been doing any business for some time, as they have had to close up their shops on account of the nightly toll that this band have been levying on them for some time past. This resulted in their sending in a petition to the Magistrate for protection, and the appeal this time has evidently not fallen on deaf ears.

There is no doubt but that it was time this district was raided and cleared of the outlaws, who have so long held sway here, and it is to be hoped that it will have the desired effect in putting a stop to the brigandage and outlawry that has hitherto prevailed here. It shows that now that General Lung has the situation well in hand in Canton, he is doing his best to make a start to stamp out the piracy and lawlessness which prevails in many outlying districts by striking at the heart of the worst infested district here over which the famous Mauser Pistol Society have for so long held undisputed sway.

SHANGHAI TRADE.

Messrs. Libert & Co.'s Piece Goods Market Report says:—
We have had a fairly active market during the week and clearances continue to be very satisfactory, though this refers more particularly to yarn than to piece goods. A slight slackening off in demand from the northern ports has been more than compensated for by the resumption of businessmen, as usual—have Szechuen merchants devoted most of their attention to yarn, though piece goods have not by any means been neglected. Most of the River ports continue to buy and clear steadily and the well sustained demand of the past three weeks from practically all of our dependent outlets, coming as it does at a time when the country is still suffering from widespread unrest and the after effects of civil war, furnishes ample proof of the recuperative powers of the import trade of China.

Values all round continue firm in sympathy with the strength in the producing countries, and fair advances in prices seem to be paid readily enough by buyers for favourite chops. After a few days of fairly steady prices the cotton markets of the world have again begun to strengthen up, Liverpool being quoted to-day at 7.66d., and New York at 13.25 cts., the lowest points touched during the week being 7.39d. and 12.97 cts. India has followed suit in about the same ratio and the local staple has also advanced sharply, though there would appear to be little justification for the present high prices of China Cotton beyond the fact that a certain amount of speculative covering is reported to be in progress and that at the moment there is a pinch for ready cotton, the rain of the past day or so interfering with the flow of supplies from the country. The crop appears to be well up to the average, and the present high rates of exchange should make exports difficult.

THE PEKING LEGATION MACHINERY.

OFFICIAL STATEMENT RELATING TO CONTRACT.

Caxton House, Westminster,
London, S.W.,
August 30th, 1913.

SIR,—In order to remove a serious misapprehension which is damaging British engineering interests in China, the British Engineers' Association has obtained the authorisation of H.M. Office of Works to publish a letter addressed by that department to this Association, dated March 7th, 1913, and a schedule containing the names of certain contractors which accompanied it. Copies of these are attached to this letter.

These documents have to do with a contract for an electrical and refrigerating installation recently erected at the British Legation in Peking.

The conditions surrounding the invitations to tender and the placing of this contract have led to a very general belief that the machinery was manufactured in Germany.

The false impression to the effect that the official centre of British interests in China had been equipped with German machinery has proved a severe blow to British engineering prestige. The Chinese are continually told, by the representatives of certain continental firms, that the British Government were obliged to go to Germany because there were no makers in England capable of doing the work satisfactorily.

The enclosed documents show there is no foundation whatever for this statement.

This Association would therefore deem it a favour if you would give publicity to the letter from the Office of Works above referred to, and to the following facts:—

- (1.)—The contract was not given to the Siemens China Electrical Engineering Company, a purely German concern representing the Siemens German interests, but was placed with the Siemens Bros. Dynamo Works, Limited, in London. Whether this firm is considered British or not, it possesses works in Great Britain.
- (2.)—Messrs. Siemens only manufactured a portion of the plant in question and this, according to the enclosed letter, was manufactured not in Germany, but in England.
- (3.)—The rest of the plant was also manufactured in Great Britain by the British Firms whose names are given in the schedule attached, some of whom are Members of this Association.

The following clauses gave colour to the misconception that the machines were German.

- (a.)—Until now no official denial has been published.
- (b.)—The erection of the plant at the Peking Legation was entrusted to a German firm in China, the Siemens China Co., and this Co. were assumed by many to be the contractors owing to a similarity between their name and that of the contractor.
- (c.)—The public have generally either been unaware that there was a stipulation that the whole of the plant must be made in Great Britain, or have believed that such a stipulation was not enforced.

This Association is aware that the manner in which this contract was negotiated and placed has caused grave dissatisfaction among the purely British firms who originally tendered. On this question, however, I am not directed to enter. The point which this Association is anxious to make clear is that, on the authority of H.M. Office of Works, the whole of the plant installed at the British Legation in Peking, was manufactured in Great Britain.—I am, Sir, Your Obedient Servant.

SECRETARY OF THE BRITISH ENGINEERS' ASSOCIATION.

Letter from His Majesty's Office of Works, dated 7th March, 1913, to the Secretary of the British Engineers' Association.

SIR,—With reference to your letters of the 12th instant and 22nd ultimo, I am directed to furnish the following information respecting the Contract for Engineering Works at the British Legation at Peking.

1.—Tenders were originally invited in August, 1911, from British firms only, and before an invitation was issued to the firm whose tender was ultimately accepted they were requested to satisfy both the Board's requirements and the British Consul that officer in Peking and the British Consul that officer in Peking.

2.—Owing to the condition prevailing in China in December, 1911, the Board decided not to proceed with the work, and the firms who had submitted the lowest tenders in the first instance were asked to submit fresh prices. The more favourable tender, that of Messrs. Siemens Bros. Dynamo Works, Limited, was then accepted.

3.—When it was found possible to proceed with the work time did not permit of the invitation of fresh tenders, but the two firms who had submitted the lowest tenders in the first instance were asked to submit fresh prices. The more favourable tender, that of Messrs. Siemens Bros. Dynamo Works, Limited, was then accepted.

4.—The whole of the plant has been manufactured in England. A schedule is attached showing the names of the sub-contractors by whom the various parts of the work have been undertaken.

5.—The erection of the plant is being carried out by the contractor's representatives, the Siemens China Electrical Engineering Company, under the supervision of a British engineer, by whom Chinese labour is being employed direct.—I am, Sir, Your Obedient Servant.

(Signed) LIONEL EARLE.

The Secretary,
British Engineers' Association,
Caxton House,
Westminster,
S.W.

BRITISH LEGATION, PEKING.
Main Contractors for the above contract—
Siemens Bros. Dynamo Works, Limited.
The following is a list of the contractors and the material they are supplying:—

SPECIFICATION A.
This covers:—
1.—Steam Heating installation.
2.—Hot and Cold water supply installation.

1.—Steam Heating.
Contractor: Messrs. Batecock & Wilcox. Material: Main boilers and fittings, Weir's feed pump, pipework in boiler house and engine rooms.

Messrs. Atmospheric Steam Heating Co. Complete Steam heating installation in the various buildings, including pipework, vacuum heaters, radiators, valves, fittings and accessories.

2.—Hot and Cold Water Installation.
Contractor: Messrs. Rees Rotarbo Mfg. Co. Material: 1,990 gallon pumps.

Messrs. Siemens Bros. Dynamo Works, Ltd. Motors for above pumps.

Messrs. Whipp & Bourne. Starting gear for above Motors.

Messrs. F. Braly & Co. Tanks, Cisterns and Cylinders.

Messrs. Hartley & Sugden, Ltd. Dome top boilers.

Messrs. Stewarts & Lloyds. Valves and jaw welded tubes and accessories.

Messrs. T. & W. Farnill, Ltd. Lead piping, paint, etc., etc.

Messrs. Merryweather & Sons, Ltd. Fire hydrants.

Messrs. T. Piggett & Co., Ltd. 12 x 19 x 8 ft. pressed steel tank.

SPECIFICATION B.
This covers:—
1.—Electrical Generating Plant.
2.—Ice-making Plant.

1.—Electrical Generating Plant.
Contractor: Messrs. Siemens Bros. Dynamo Works, Ltd. Material: Main generators, main switchboard, main cables, motor-booster set, wiring material for engine and boiler rooms, electrical fittings and accessories.

Messrs. Belliss & Morcom, Ltd. Main engines.

Messrs. P. Hettich & Gold. Battery.

2.—Ice-making Plant.
Contractor: Messrs. Siemens Bros. Dynamo Works, Ltd. Material: Motor for driving ice-making plant.

Mr. Sam. Puplett. Ice-making Plant.

AGREEMENT BETWEEN GREAT BRITAIN AND PORTUGAL.

THE OPIUM MONOPOLIES IN HONGKONG AND MACAO.

The text of the agreement which was signed at London on June 14th last between the United Kingdom and Portugal for the regulation of the opium monopolies in the colonies of Hongkong and Macao is published in the current issue of the Government Gazette as follows:—

In pursuance of the conclusions of the International Opium Conference, and in consideration of the fact that the geographical situation of the colonies of Macao and Hongkong makes it necessary to regulate in a similar way the opium monopolies in the said colonies in all matters concerning the restriction of the consumption, sale, and exportation of prepared opium and repression of smuggling.

The undersigned, duly authorised thereto by their respective Governments have agreed to the following Articles:—
Article 1:—The Government of the Portuguese Republic, whilst reserving the right of managing and controlling the manipulation of raw opium and the sale of prepared opium in the colony of Macao, engage to introduce in the opium regulations of that colony clauses and provisions similar to those contained in the regulations of Hongkong relative to the repression of the illicit trade in prepared opium.

Article 2:—The Macao opium farmer will not be permitted to import more than 260 chests of opium (a chest means 40 balls of raw opium) per annum exclusively destined for the consumption of the fixed and floating population of Macao.

Article 3:—The Hongkong Opium Farmer will not be permitted to import more than 540 chests per annum. These imports shall be exclusively destined for the consumption of the fixed and floating population of Hongkong. These figures are embodied in the contract recently concluded with the Hongkong farmer.

Article 4:—The farmers of Macao and Hongkong will be permitted to import, per annum, respectively, 240 and 120 chests of raw opium exclusively destined for exportation to countries which have for exportation at present or which shall not prohibit hereafter such imports of opium.

Article 5:—The limit fixed in the preceding article for Hongkong must be considered a definite one and not subject to alteration; however, it is understood that in Macao power will be retained to increase the number of chests of raw opium imported each year and destined for exportation, provided that proof is given that the said imports are destined to meet the requirements of lawful trade. For this purpose the farmer shall produce to the Governor of Macao customs certificates passed by the authorities of countries importing the opium showing that the quantities authorized are

required for legitimate purposes, over and above the 240 chests referred to in Article 4.

Article 6:—The Governor of Macao will have power to grant licences under the preceding article for the importation of the quantities of raw opium exceeding the limit fixed in Article 4.

Article 7:—Whereas the limit of chests of raw opium that can be imported annually into Macao has been fixed in Articles 2, 4, and 5 of this Agreement, the Government of India will permit the purchase of opium in open market at the sales at Calcutta or Bombay or any places in India, for export to Macao, up to and not exceeding the limits and conditions so fixed, so long as the opium farmer at Hongkong is permitted to obtain his supplies from this source.

Article 8:—Raw opium coming from India, consigned to the farmer of Macao, within the limits and conditions above indicated, will be allowed transshipment at Hongkong free of duty or taxation.

Article 9:—It is understood that if after periods of five years (the duration of the contracts of the farmer) the numbers of chests agreed upon for local consumption at or export from Macao should respectively prove to be excessive, the Portuguese Government will consider the desirability of revising the amount in question.

The present agreement shall remain in force for a period of ten years, but may be terminated by either Government at any time on giving to the other twelve months' notice of its intention to do so. On the expiration of the said period of ten years it shall continue in force, unless and until a similar notice of termination is given by either Government.

(Signed) E. GREY.
(Signed) P. DE TOVAR.

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V.R.C. ANNUAL AQUATIC SPORTS.

THIRD DAY.

Saturday was the third and final day of the annual aquatic sports meeting of the V.R.C., and a large attendance assembled to witness the interesting programme which had been arranged. The day might be described as "Ladies' Day," for a large number of ladies honoured the occasion by their presence. The Band of the 25th Punjab was in attendance, and, under the baton of Bandmaster Newman, played pleasing selections of music during the afternoon. Members of Committee, as on the two previous days, were obliging and alert, and spectators had no cause to cavil with either the management or the sport. The principal event of an interesting programme was the 100 yards championship, which was won by the veteran C. J. Cooke, who covered the distance in 54 seconds. The win was a popular one, and when Cooke completed the distance a spontaneous and hearty burst of applause resounded throughout the Club.

Results of events were as follows:—
TEAM RACE (boys): 1, D. Purvis' team, comprising J. Rasmussen, A. Johnston, L. Purvis, A. Shepherd and L. Filbury. Time, 3min. 20secs.
HIGH DIVE: 1, M. A. R. Souza; 2, A. J. England. In this event points were allowed for form, distance, entry and recovery, and the judges had no difficulty whatever in arriving at a conclusion.
100 YARDS CHAMPIONSHIP: 1, C. J. Cooke, 54secs.; 2, J. C. Finch, 55secs. The only other starter was Claxton, who made the pace at the start, but fell to the rear in the final length. The competitors kept well together until the fourth turn, when Cooke went to the front with a spurt and held his advantage till the finish, defeating Finch by a length.
LADIES' NOMINATION: 1, A. H. Carroll, nominated by Miss Rodgers; 2, R. A. Carvalho, nominated by Mrs. Templeton; 3, F. K. Tata, nominated by Miss B. Rodger. A musical buoy competition was decided upon for the ladies' event, which caused much interest and amusement.

TEAM RACE: 1, Civilian team composed of Messrs. C. J. Cooke, A. A. Claxton, J. C. Finch, R. C. Wittell, A. S. Ellis and L. C. R. Souza. The losing team (Services) comprised Messrs. G. Farmer, H. Wright, T. Bacon, P. Morrish, L. Collins and F. Coleman. The winners' time was 3min. 15secs., while 3min. 17secs. was the time of the losers. It is somewhat difficult to understand why this race was included in the programme, because there could not be the slightest doubt as to the way it would end. A comparison of the teams makes it very evident that the soldiers could never expect to overcome a civilian team including some of the best swimmers in the Colony, and, to say the least of it, it was hardly sporting to put them up against such odds.
CONSOLATION RACE: 1, A. A. Claxton; 2, A. V. Barros.

WATER POLO: Again the sports were brought to a close by a water polo match between teams captained by C. J. Cooke (Blues) and R. C. Wittell (Whites). The match was a keenly contested and fast one, and excitement ran high during the twenty minutes' play. The result was a win for the Blues by two goals to one.

At the conclusion of the sports Miss Denison presented the prizes in the Club gymnasium, the winners being loudly cheered as they stepped forward to receive their trophies.

When the last prize was handed over, Miss Denison was presented with a handsome bouquet in a silver stand, and cheers were raised for her, followed by others for the ladies and the Club.

SMOKING CONCERT.

In the evening, members of the V.R.C. were at home to their friends in the Club gymnasium, the "At Home" taking the form of a smoking concert which was largely attended and proved a great success. A very interesting programme had been arranged, to which the following contributed:—Messrs. F. Braga, A. J. England, A. B. Allan, F. Cawsey, Peyton-Griffin, A. Souter, F. Hall and M. D. Silas. With such a galaxy of talent an enjoyable evening was assured, and that all present greatly appreciated the programme was made manifest by the repeated demands for encores and the prolonged applause which succeeded the contribution of each performer.

LATEST STEAMER MOVEMENTS

The I.G.M. str. *Prinz Ludwig* left Shanghai on the 23rd September, at 3 a.m., and may be expected here on or about the 30th September, at about 11 noon.
The I.G.M. str. *Toblenz* left Yokohama on the 27th September, p.m., and may be expected here on or about the 4th October.
The American & Manchuria Line str. *City of Edinburgh* left Singapore on the 28th September, and is due here on the 2nd October.

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THE FREIGHT MARKET.

Messrs. Lamke & Rogge, Hongkong, in their freight circular dated 27th Sept. say:—

Chartering was restricted throughout the past fortnight, due to the limited demand for tonnage in all trades; notwithstanding the market closes firm owing to scarcity of tonnage for either prompt or forward loading. Only in the direction Saigon-Hongkong, have freights given way and closing quotation is once more nothing better than 17s. cents, although only a few days ago 18-20 cents per picul was offered for early October loading without tonnage being obtainable thereat. As the Newchwang season has set in and a good deal of tonnage will be required before the Northern ports become ice-bound, the freight market for the next two months should continue firm—in fact we anticipate that in most directions rates will show an upward tendency.

Saigon-Hongkong: Small carriers not being obtainable at the rates offered by charters—18-19 cents, a Japanese steamer of 60-65,000 piculs carrying capacity, discharging a cargo of coal at Saigon, was secured on a lump-sum basis, the rate working out at about 14-15 cents per picul. Since then additional tonnage required after at between 18-20 cents was not obtainable, and the local rice market having meanwhile declined, a regular liner running prompt had eventually to be satisfied with 17s. cents per picul.

Messrs. Wm. G. Hale & Co. Saigon, report under date of 13th of September as follows:—Arrivals from the interior being quite inadequate for the requirements of millers who have now to execute engagements made some months ago, prices have risen considerably during the past fortnight.—We do not believe in a decline, for we have to consider that only about 125,000 to 150,000 tons of rice remain now to be sold, and from information received this will chiefly go to meet requirements of Eastern markets.

Rice exports during this season amount to total 287,319 tons compared with 486,239 tons for same period last year.—Quotation stands for October shipment at \$8.90 per picul f.o.b. against \$8.55 same period last year.

Saigon-Philippines: From inquiries put on our market, a charter has resulted on basis of 35,000 piculs at 28 cents to one port, 30 cents if to two discharge.

Saigon-Java: Owners are not inclined to look at such business without combined charter, i.e., Sugar from Java back to this and even then they hesitate, for fear of bad despatch in Java such as several vessels have experienced lately.

Bangkok-Hongkong: Rate has advanced to 40 cents per picul, and several regular liners under Chinese time-charter, intended for Singapore, have been put on the berth for this.—There is plenty of Paddy now coming from the interior to Bangkok, but how long this state of things will last all depends upon the new crop.—More rain is wanted in several districts and should the new crop suffer, the Paddy-holders will soon stop sending further grain to Bangkok, when, no doubt, the freights will become easier again.

Newchwang: The first of Newchwang-Canton settlements have come to pass at rates ranging from 37-35 cents per picul, according to quantity offered. Owing to the prevailing tightness of money, high prices of beans, and the unsettled state of affairs in Canton, further chartering business, we fear, will suffer for a while.

Time-charters:—The Ger. str. *Mathilde*, 731 tons net reg., has been secured for a

round trip hence to Mauritius and back to Hongkong on time-charter basis at \$9,000.—per month. The British str. *Devanagere*, 1,057 tons net reg., has been fixed for further 12 months at \$7,000 per month. Coal freights:—Tonnage continues in fair supply, but rates keep steady at about \$1.50-\$1.55 per ton. Fixtures reported:—Moji-Hongkong \$1.60 to \$1.55 per ton.

JUDGE THAYER.

APPROACHING DEPARTURE.

It has been known for some time past, says the *N.C. Daily News*, that the Hon. Rufus H. Thayer, Judge of the United States Court for China, has had in contemplation the resignation of his post, and it is now learnt that the letter containing the news of his retirement from office is on its way to the Department of State. This communication announces that his resignation will take effect from December 31st next.

It is now four years since Judge Thayer came to Shanghai, and no branch of the community has ever found reason to regret his appointment. He came to fill his position on the bench with a high reputation, having been an eminent practitioner in Washington. Judge Thayer was married in 1903 to Miss Harriet I. Barnes, of Albany, N.Y., a lady who during her all too short residence in Shanghai made herself extremely popular. Unfortunately her health broke down in the East, and she has not been able to reside here for two years past. This circumstance has had much to do with Judge Thayer's decision to resign his position, as it is more or less certain that Mrs. Thayer's health is not sufficiently robust to stand the strain of an Eastern climate. Not only will all regret this on Mrs. Thayer's account, and she has had the sympathy of the whole community during these past months, but it is regretted, as it takes Judge Thayer from a centre where he has won universal respect and friendship. While the community regards the Judge with admiration, Judge Thayer's sentiments towards Shanghai are equally warm. He feels that he owes much to the kindness of the people here, and speaks in the highest terms of the different sections of the populace and of the friendly feelings existing between his own and the other Courts in Shanghai.

Judge Thayer's plans for the future are not yet matured. He has been asked to associate himself with one of the well-known schools of law at Home, but it is doubtful whether he will do so. It is more probable that such a subject as international law will occupy his attention, for besides his vast experience of it previously, his residence in a place like Shanghai has undoubtedly added to his knowledge.

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K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [686]

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G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 18th August, 1913. [71]

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N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [79]

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A. S. HERWITT,
Acting Manager.
Hongkong, 14th April, 1913. [183]

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A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [793]

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KISHI ONO,
Manager.
Hongkong, 31st March, 1913. [404]

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GEORGE HOGG,
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9, Queen's Road,
Hongkong, 2nd November, 1912. [25]

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N. J. STABB,
Chief Manager.

Hongkong, 16th August, 1913. [16]

NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London & S. S. "Armand Behic" and from Bordeaux ex S. S. "Vile Duquesne" in connection with above Steamer are hereby informed that their Goods and Valuable are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Under-Signed, Goods remaining unclaimed after the 24th inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 24th inst. at Noon, or they will not be recognized.

All damaged packages will be examined on the 24th inst. at 10 A.M.

S. C. de BUISSIERRE,
Acting Agent.
Hongkong, 22nd September, 1913. [2]

FROM EUROPE.

THE H.A.L. Steamer.

"SUNDMAK" arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained immediately after landing.

Bills of Lading countersigned by the Under-Signed.

Optional Cargo will be forwarded on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Oct. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 1st Oct. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex S.S. "Belandsek" from Satala.
Ex S.S. "Ludwig" from Nürkoping.
Ex S.S. "Bygd" from Christiania.
Ex S.S. "Constat Beck Frus" from Abus.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 25th September, 1913. [1116]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"CHINA" arrived Hongkong on 24th September, 1913.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained immediately after landing.

This vessel brings on Cargo:

From London, &c., ex S.S. "Nellere" and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors Messrs. GOSWAMI and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 26th September, 1913. [1]

NOTICE TO CONSIGNEES.

P.M. S.S. "SIBERIA,"
FROM SAN FRANCISCO, JAPAN PORTS
AND MANILA.

The above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and take immediate delivery of Cargo from the Company's Godown at West Point. Cargo will be landed immediately on arrival of Steamer.

Cargo remaining undelivered on Monday, the 29th inst., at Noon, will incur landing charges.

Cargo remaining undelivered Friday, 3rd Oct., at Noon, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown THURSDAY, 2nd Oct., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 26th Oct., otherwise they will not be recognized.

R. C. MOERTON,
Agent.
Hongkong, 26th September, 1913. [30]

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NOTICES TO CONSIGNEES

"BEA" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENVOLICH,"
FROM MIDDLESBRO, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Oct., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Oct. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 26th September, 1913. [112]

SHIPPING IN PORT.

Arrived, British str., 2,789, Saxby, 16th September—Java 6th September, Sugar—Doddwell & Co.

BENVOLICH, British str., 2,614, F. Smith, 26th September—London 6th August, General—Gibb, Livingston & Co.

Buyo Maru, Japanese str., 3,247, H. Nagano, 17th September—Moji 12th September, Coal—Toyo Kisen Kaisha.

Choi Sing, German str., 1,612, J. Bruhn, 23rd September—Bangkok 15th September, Rice—Butterfield & Swire.

DAISAI MARU, Japanese str., 2,292, Mase, 20th September—Manila 16th September, Nil—Order.

DILWARA, British str., 3,430, G. H. Ramage, R.N.R., 17th September—Moji 19th September, Coal and General—David Sassoon & Co.

ELSMITH, German str., 991, Berg, 24th September—Amoy 23rd September, General—Jensen & Co.

GLENFALLOCH, British str., 1,424, W. L. Gardner, 23rd September—Amoy 22nd September, General—Chinese.

IXION, British str., 3,527, J. Rippenhausen, 26th September—Manila 24th September, Coal—Butterfield & Swire.

JOHANN, German str., 932, H. Island, 20th September—Samarang 12th September, Sugar—Jensen & Co.

KUJIO MARU, Japanese str., 1,439, Mura, 21st September—Bangkok 12th September, Nil—Order.

KWANGLEE, Chinese str., 1,498, McArthur, 22nd September—Shanghai 19th September, General—Chinese.

LAETES, British str., 1,350, Wawn, 24th September—Saigon 20th September, Rice—Chinese.

LYSEMOON, German str., 1,258, O. Sach, 23rd September—Saigon 22nd September, Rice—Chinese.

MATHILDE, British str., 831, Schalkier, 24th September—Haiphong 25th September, General—Nippon Yusen Kaisha.

MUREX, British str., 2,328, Thackeray, 21st September—Shanghai 17th September, Nil—Asiatic Petroleum Co.

PAKLAR, German str., 1,018, Wenzel, 24th September—Bangkok 17th September, Rice—Butterfield & Swire.

PITCHABURI, German str., 1,374, C. Gosevich, 21st September—Bangkok 13th September, Rice—Butterfield & Swire.

RAJABURI, German str., 1,188, C. Wolf, 24th September—Bangkok 17th September, Rice—Butterfield & Swire.

RYOGA, Norwegian str., Meyer, 22nd September—Sabaag 18th September, Coal—Standard Oil Co.

SEATTLE MARU, Japanese str., 3,332, Saitow, 25th September—Manila 22nd September, General—Osaka Shosen Kaisha.

SHAOHSING, British str., 1,237, McIntosh, 21st September—Hongay 18th September, Coal—Butterfield & Swire.

SHOSHI MARU, Japanese str., 992, T. Fuchigami, 24th September—Tulso 24th September, General—Osaka Shosen Kaisha.

SIBERIA, American str., 5,655, A. Zeeder, 23rd September—San Francisco 26th August, General—Pacific Mail S.S. Co.

SUEDMARK, German str., 9,900, S. Karberg, 25th September—Hamburg 13th August, General—Hamburg-Amerika Linie.

TAMING, British str., 1,333, G. H. Pennefather, 26th September—Manila 23rd September, General—Butterfield & Swire.

TRIMATA, Dutch str., 5,183, A. W. La Roy, 18th September—Amoy 16th September, General—Java-China Japan Line.

TSURUGISAN MARU, Japanese str., 2,550, Nakayama, 22nd September—Mitsui Bussan Kaisha.

YENDO, Swedish str., 2,400, C. H. Anderson, 29th September—Gothenburg 20th July, General—A. Nilsson & Co.

PASSED THE CANAL.

September 2nd—Kouang St. Macedonia.
September 5th—Sumatra, Indrasanika, Neleu.
September 9th—Benavon, Calchas, Denbighshire, Japan, Keerber, Monmouthshire, Mandana Maru.
September 12th—Derfingier, Deucation, Jason, Princess Alice, Simla, Arabia, Prussia.
September 16th—Aki Maru, Astyanax, Flinthshire, Glaucon, Nippon, Atlantique.
September 19th—Cathay, Chai, E. P. Ferdinand, Glenurriel, Iycaon, Munster Castle, Namur, Loamedon, Benmor.
September 23rd—Glenroy, Kleist, Ringchou, Nubia, Segovia.
September 26th—Alicons, Andalusia, Bulow, Mishima Maru, Miyosaki Maru, Sambia, Westphalia, Capri, Glenfroy.

ARRIVALS AT HOME
September 26th—Chili, Normouthshire,
Princess Alice.

PERSECUTION OF CHRISTIANS IN FOKIEN PROVINCE.

AMERICAN CONSUL'S STRONG PROTEST.

KULIANG, September 10th.
After the recent persecution of the Christians had gained considerable headway the Provincial officials under pressure sent soldiers to Hingwa and began to operate against the bandits. As in former times, the bandits scattered as soon as they saw that the troops were moving against them, and as in the former times the affiliated band of gentry came forward and interceded for the robbers, begging the Government to negotiate peace with them and avoid bloodshed.

A strange part of their actions is that while the rebels have the upper hand they say nothing about peace negotiations, but as soon as the Government moves against them then this group of gentry is greatly concerned and strives to enter in arresting the work of the soldiers.

The bandits were thoroughly scattered so that anyone could travel with safety when the rebellion in Central China broke out. Fokien at first declared for the South and recalled most of the Hingwa soldiers to make preparations to send a force North. Just at that time the leaders of the rebellion against the Central Government fled and the Governor-General of this Province got back on the "safe side of the fence."

The Hingwa problem was still on his hands, for although the bandits had been scattered yet not one of the leaders had been captured, so that the situation was ripe for another outbreak as soon as they could get together. The Governor-General decided on the plan of sending a representative to Hingwa to negotiate with the "Empire Sixteen" with the object of giving him a position in the army in order to curb his activities and thus solve the Hingwa situation. Accordingly he sent a delegation to go out and find the rebel chief. This had no difficulty in doing. He can always be found when peace terms are sought.

The "Empire" agreed to accept a position in the army at a large salary, but he wants to remain in charge at Hingwa with a large following of his bandits. The Government has asked him to come to Fochow, but he went to consult the idols and they have advised him not to go. Meanwhile he has gained in prestige and influence and has numerous followers awaiting his call. He recently gave a feast to the delegation that was sent out to negotiate with him, at his home village not over fifteen miles from the city, and he received them with over a hundred armed followers standing near.

When the Hon. John Fowler, American Consul at Fochow, was acquainted with this move on the part of the Government, he at once sent in a strong protest, saying that it was an insult to his Government to pardon this robber and murderer who had led a persecution against the Mission conducted by Americans and to put him in a position of authority such as they were planning to do. The Governor-General has used every means to secure the consent of the Consul to this move. The last move that he has made is to refuse to allow Americans to go to Hingwa unless the Consul should give his consent to this compromise with the bandit chief.

At the same time he granted passports to the English missionaries and some of them have already returned to Hingwa. Consul Fowler has demanded in the name of the President of the United States that his nationals be immediately allowed to return to their stations under the protection of the Chinese Government and in accordance with treaty rights as the nationals of other governments are being treated.

He also added that he considers the treatment that this Province has given to Americans as an insult and that if the present Governor-General cannot maintain peace it is time to get another who can. The Consul is keeping the Legation fully informed of every move, and it has offered to send a warship to Fochow if he thinks it will be of any help in clearing up the situation. Secretary Bryan has also written to Consul Fowler approving his actions of last spring in regard to this situation.

The missionaries, both English and American, have not thought at any time even if "Empire Sixteen" could be persuaded to go to Fochow, that the Hingwa situation would be relieved, for the reason that there are several other bandit leaders that have practically as much influence as he. A telegram from Hingwa last night says that although "Empire Sixteen" has agreed to join the army, yet one of his leaders in Siyau county with a band of robbers has taken up arms and has driven out all the Christians of O-cho-gio, a village a few miles from Siyau City, and plundered them. This proves that the present policy of this Province will not rid the Hingwa region of trouble with the bandits.

About a month ago a Formosan was killed near Amoy. The Governor-General was given just ten days to catch the murderer and with five Japanese warships in the harbour at Amoy looking on it is needless to say that the man was caught in a few days. Had Japanese been treated as Americans have been treated Fokien would be under the Japanese flag to-day, barring interference of the Powers.—China Press.

The intention of Miss Maud Allan, the famous dancer, to visit India has evoked a storm of criticism in the nature of a protest. One can quite understand what Miss Maud Allan means when she says that the opposition to her venture in India is due to a misconception. But, says the Pioneer, it is to be hoped that the misconception is one which will endure and increase in intensity. The dancing of Miss Allan is a graceful and refined performance, it may even be morally educative, if looked at in the right way. But it could not be looked at in the right way in this country where the ideas of the Indian public on the subject of dancing were so adversely shown by the constant efforts of their social reformers to suppress the indigenous nartch. Miss Allan, a Calcutta or Bombay stage would, in fact, be far more invidious than a negro pugilist at a London music hall.

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VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. China left Yokohama for Hongkong via Macao on the 24th September. The mails from the United States have been transferred to the L.G.M. str. Coblenz, due to arrive in Hongkong on the 2nd October.

THE AUSTRALIAN MAIL.

The L.G.M. str. Prinz Sigismund left Sydney on the 23rd September, at 11 a.m., and may be expected here on or about the 13th October.

The N.Y.K. str. Nikko Maru (Australian Line) left Melbourne for this port via ports on the 24th September, and is expected here on the 29th October.

THE CANADIAN MAIL.

The C.P.R. str. Empress of Asia left Kobe on the 23rd September, at midnight, and is due to arrive at Shanghai on the 26th September at 10 p.m.

THE GERMAN MAIL.

The I.G.M. str. Derfflinger, carrying the German mails, with dates from Berlin of the 3rd September, left Singapore on the 27th September, at 11 p.m., and may be expected here on or about the 2nd October, at 5 a.m.

MERCHANT STEAMERS.

The Swedish East Asiatic Co.'s str. Peking left Singapore on the 22nd September, and is expected to arrive here on the 29th September.

The H.A.L. str. Senegambie left Shanghai on the 26th September, a.m., and may be expected here on or about the 29th September, a.m.

The str. City of Edinburgh left New York on the 13th August, and is due here on or about 30th September.

The A.L. str. Austria left Shanghai for this port on the 26th September, a.m., and will arrive here on the 30th September, a.m.

The A.L. str. Koerber left Singapore for this port on the 26th September, a.m., and will arrive here on the 30th September, a.m.

The Swedish East Asiatic Co.'s str. Japan left Port Said on the 7th September, and is expected to arrive here on the 2nd October.

The N.Y.K. str. Yakata Maru (Calcutta Line) left Kobe for this port via Moji on the 25th September, and is expected here on the 2nd October.

The N.Y.K. str. Iwano Maru (European Line) left Yokohama for this port via ports on the 25th September, and is expected here on the 8th October.

The N.Y.K. str. Aki Maru (European Line) left Colombo for this port via Singapore on the 25th September, and is expected here on the 8th October.

The N.Y.K. str. Jinsen Maru (Bombay Line) left Bombay for this port on the 22nd September, and is expected here on the 10th October.

The N.Y.K. str. Sanuki Maru (American Line) left Seattle for this port via ports on the 9th September, and is expected here on the 12th October.

The N.Y.K. str. Karin Maru (Calcutta Line) left Calcutta for this port via ports on the 23rd September, and is expected here on the 18th October.

The Danish str. Cathay left Port Said on the 16th September, and may be expected here on or about the 13th October.

The N.Y.K. str. Michima Maru (European Line) left Marseilles for this port via ports on the 20th September, and is expected here on the 22nd October.

The N.Y.K. str. Shidzuoka Maru (American Line) left Seattle for this port via ports on the 23rd September, and is expected here on the 26th October.

The Swedish East Asiatic Co.'s str. St. Helena left Antwerp on the 23rd September, and is expected to arrive here on or about the 1st November.

The Mogul Line str. Lothian sailed from United Kingdom on the 13th September, for Hongkong via the Straits.

The str. Glenarvet passed the Suez Canal on the 19th September for Hongkong via Straits.

The Barber Line str. Saint Patrick sailed from New York on the 12th September for Hongkong.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Yachting, from Singapore, is due in Hongkong 29th September.

Chinglung, from Tsingtau, is due in Hongkong 30th September.

Tingwang, from Saigon, is due in Hongkong 30th September.

Tungtung, from Tegal, is due in Hongkong 2nd October.

SHIRE LINE, LIMITED.
Denbighshire, passed the Canal on 9th September, and is due in Hongkong 10th October.

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CHINA	10,200	...	TUESDAY, 14th Oct., at Noon
MANCHURIA	27,000	...	TUESDAY, 21st Oct., at 1 P.M.
NILE	11,000	...	TUESDAY, 28th Oct., at 9.45 A.M.
MONGOLIA	27,000	...	SATURDAY, 8th Nov., at 1 P.M.
PERFIA	9,000	...	TUESDAY, 25th Nov., at Noon
KOREA	18,000	...	TUESDAY, 9th Dec., at 1 P.M.
SIBERIA	18,000	...	TUESDAY, 16th Dec., at 1 P.M.

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25th Nov. PERFIA	27th Nov.	18th Oct. NILE	20th Oct.
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SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	6,500	On 29th Sept.
	"JAPAN"	9,000	About 2nd Oct.
	"ST. HELENA"	...	About 1st Nov.

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371

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 29th SEPT., 1913.

8 a.m. HEUNGSHAN.	3 a.m. HONAM.
10 p.m. KINSHAN.	5 p.m. FATSHAN.

TUESDAY, 30th SEPT., 1913.

8 a.m. HONAM.	3 a.m. HEUNGSHAN.
10 p.m. FATSHAN.	5 p.m. KINSHAN.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

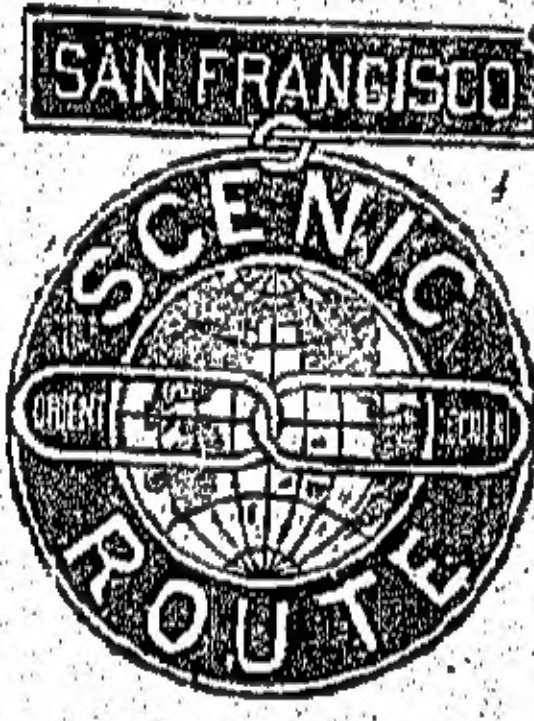
S.S. SAI NAM, 589 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Manicor (First Floor), opposite the Blake Pier.

51



SAN FRANCISCO
SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU	22,000 tons.
S.S. CHIYO MARU	22,000 tons.
S.S. SHINYO MARU	22,000 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate).
S.S. HONGKONG MARU 11,000 tons. (Intermediate).
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Dress Room, Porcelain Bathrooms, Steam Laundry, Nursery and Playroom for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Laundries and Showers—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

571, 5, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOEBER," 9,900 tons, will leave as above on 15th October, at 4 p.m. Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doc

STEWARDS, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £20 1st, £26 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London, BY SIMPSON EXPRESS.

Via Venice, Milan, Simples, Lussane, Paris, Calais or Boulogne, Class I £23.15, II £23.15.

Via Venice, Milan, St. Gothard, Lucerne, Bale, Lech, Calais or Boulogne, Class I £23.15, II £23.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.11, II £21.11.

Via Munich, Cologne, Hook or Flushing, Class I £21.11, II £21.11.

TO SHANGHAI.
S.S. "KOEBER," 9,900 tons, will leave as above on 1st October, at 6 a.m.

FARES: Hongkong-Shanghai, £26 1st, £24 2nd, £23 3rd Class.

to KOBE via SHANGHAI, YOKOHAMA.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

RANDER, WIELER & Co., Agents,
Hongkong, 19th September, 1913.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSHILLES, LONDON and ANTWERP, VIA SINGA.	HIRANO MARU Capt. H. Fraser,	16,000	WED'DAY, 8th Oct., at D'light.
PORE, PENANG, COLOMBO.	KATORI MARU Capt. Mural,	20,000	WED'DAY, 22nd Oct., at Daylight.
SUEZ and PORT SAID			
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada,	12,500	TUESDAY, 7th Oct., at Noon.
	SANUKI MARU Capt. Noma,	12,500	TUESDAY, 21st Oct., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Yoshikawa,	12,500	WED'DAY, 22nd Oct., at Noon.
	NIKKO MARU Capt. Yagi,	9,600	WED'DAY, 19th Nov., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura,	12,000	SATURDAY, 4th October.
BOMBAY VIA SINGAPORE and COLOMBO	RANGOON MARU Capt. Kamoshita,	12,000	WED'DAY, 8th October.
KOBE and YOKOHAMA	AKI MARU Capt. B. Kon,	12,500	THURSDAY, 9th Oct., at 11 a.m.
SHANGHAI, MOJI & KOBE	KANAGAWA MARU Capt. Mochida,	12,500	MONDAY, 29th September.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. Takoda,	9,600	WED'DAY, 22nd Oct., at 11 a.m.
SHANGHAI, MOJI and KOBE			

5 Fitted with New System of Wireless Telegraphy.

Cargo only.

PASSENGER SEASON—1914.

STEAMER.	TONS	SALES	WED'DAY
MIYASAKI MARU	16,000	"	28th January.
KITANO	16,000	"	11th February.
IYO	12,500	"	25th February.
HIRANO	16,000	"	11th March.
KATOBI	20,000	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

11-12-1

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON (1 day later)
P.M. Thurs.		10 p.m. Tues.	1 p.m. Thurs.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MORHA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOA	Mar. 14	Mar. 21
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MABMORA	Mar. 28	Mar. 31
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

	1st Saloon	2nd Saloon	3rd Saloon	4th Saloon	5th Saloon	6th Saloon	7th Saloon	8th Saloon	9th Saloon	10th Saloon	11th Saloon	12th Saloon	13th Saloon	14th Saloon	15th Saloon	16th Saloon	17th Saloon	18th Saloon	19th Saloon	20th Saloon
LONDON	£55	£29	£24	£20	£16	£12	£8	£6	£4	£3	£2	£1	£1	£1	£1	£1	£1	£1	£1	£1
MARSEILLES	£51	£25	£20	£16	£12	£8	£6	£4	£3	£2	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 3	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Feb. 18	Mar. 18
NIYANZA	Feb. 3	Feb. 14	Feb. 14	Feb. 24	Mar. 23	Apr. 1
NOREE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
NIYANZA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 12	May 22
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	JUNE 27

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	NORSE Capt. D. Ashbury	About 1st Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SUMATRA Capt. H. W. Potter, R.N.R.	About 4th Oct.	Freight and Passage.
SHANGHAI	DELTA Capt. W. R. Le Mar, R.N.R.	About 9th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	CHINA Capt. C. H. S. Toque, R.N.R.	Near 11th Oct.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th September, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
CHINWANTAO	"ICHANG"	On 29th Sept., 4 P.M.
HOIHOW & HAIPHONG	"KAIKONG"	On 30th Sept., 9 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 30th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 4th Oct., 11th Oct., Noon.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 10th Oct., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th September, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 30th Sept., at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	FRIDAY, 3rd Oct., at 11 A.M.
"HATCHING"	Capt. W. C. Passmore	TUESDAY, 7th Oct., at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days)

"HAIMUN"	Capt. J. W. Evans	WED'DAY, 1st Oct., at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Ulako Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 27th September, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	11th October	On 10th Oct., 11 A.M.
ADENHAM	1st November	On 31st Oct., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK
and from MANILA, HONGKONG and JAPAN to
VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also, Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levant, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. C. FRED. LAEISZ	30th Sept.
S.S. ALBENGA	1st Oct.
S.S. ARABIA	10th Oct.
S.S. SAMBIA	18th Oct.
S.S. SIBERIA	25th Oct.
S.S. ANDALUSIA	2nd Nov.
S.S. ISTRIA	10th Nov.
S.S. ALTMARK	18th Nov.
S.S. SITHONIA	26th Nov.

For Further Particulars, apply to—

HOMEWARD.

FOR VANCOUVER, SEATTLE and/or TACOMA

and PORTLAND (Or.)

S.S. C. FRED. LAEISZ 30th Sept.

FOR HAVRE & HAMBURG:

S.S. SIBERIA 25th Sept.

FOR MARSEILLES, ENDEN & HAMBURG:

S.S. SIBERIA 25th Sept.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. SIBERIA 25th Sept.

FOR HAVRE, BREMEN & HAMBURG:

S.S. LIBERIA 15th Oct.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th September, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., NOON.
NIPPON MARU	A. G. Stevens	WED'DAY, 5th Nov., at Noon.
TENYO MARU	E. Beat	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 28th Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on
FRIDAY, the 17th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ,
CALLAO, ARIKA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED'DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS

TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the

CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

237.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Iori	
"TACOMA MARU"	T. Hamada	
"PANAMA MARU"	J. Kano	

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
SHIMIZU and YOKOHAMA.Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU and
YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for

carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,

PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 2nd Oct., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 23rd Oct., 4 P.M.
"LUZON MARU"	H. Yamamoto	

FOR MOJI, KOBE AND YOKKAICHI.

"INDO MARU"	K. Komiya	SATURDAY, 4th Oct., P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	LEAVING
"KAIJO MARU"	I. Yamamoto	WED'DAY, 8th Oct., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	LEAVING
"DAIGI MARU"	K. Murakami	WED'DAY, 1st Oct., at Noon.
"DAIJIN MARU"	M. Nagano	SUNDAY, 5th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	LEAVING
"SOSHU MARU"	K. Tashira	WED'DAY, 1st Oct., at 8 A.M.

FOR CANTON.

Steamer	Captain	LEAVING
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent accommodation for First

and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour

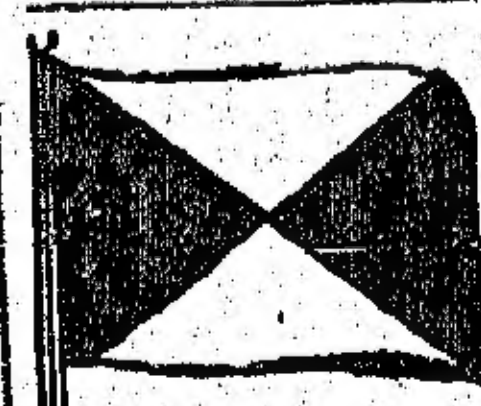
Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER.

741

Second Floor No. 1 Queen's Building.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 4th Oct., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 14th Oct., 4 P.M.

Electric Light & Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.
Hongkong, 26th September, 1913.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of September	SHANGHAI	Second half of September
TJILATJAP	JAPAN	Second half of September	JAVA	Second half of September
TJILIWONG	SHANGHAI	First half of October	JAVA	First half of October
TJIMANOEK	JAVA	First half of October	JAPAN	First half of October
TJIMAH	JAPAN	First half of October	JAVA	First half of October
TJIPANAS	JAVA	First half of October	SHANGHAI	Second half of October
TJITABOEM	JAVA	First half of November	JAPAN	First half of November
TJIKINI	JAVA	First half of November	SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yoris Buildings, 1st Floor.

Hongkong, 24th September, 1913.

Telephone No. 375.

16

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"PRINZ LUDWIG"	18,300	Wed'day, 1st Oct., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER"	17,000	About Wed'day 1st Oct.
MANILA, YAP, MARONN, NEW- GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 4th Oct., at 9 A.M.
KOBE	"PRINZ SIGISMUND"	6,000	About Tuesday, 14th Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphy
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOCHERS & Co.

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 23rd September, 1913.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD, YOKOHAMA: 32, WATER STREET.

MANILA—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

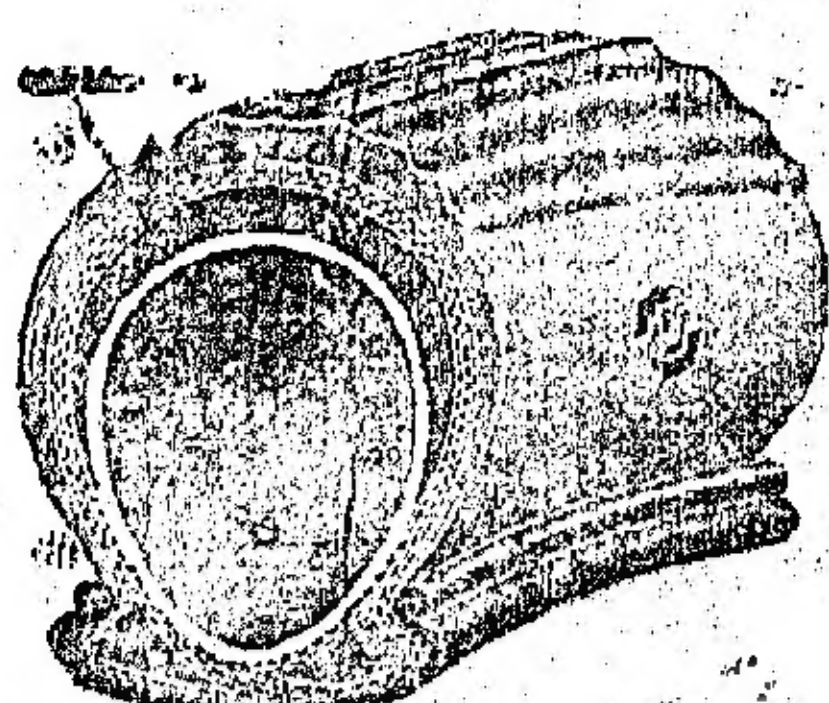
FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

[694]

PETER'S UNION



the most durable and economical
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RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 29th September, 1913.

[44-35]



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25, WELLINGTON STREET.

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29, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 29th September, 1913.

[44-13]

PETER SCHUERMANN AND
SCHROEDER'S

WOOLLEN PIECE GOODS

SUITINGS, COATINGS, BROAD CLOTH.

Representative for China:

HUGO C. A. FROMM,

Tel. 960. 20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 29th September, 1913.

[44-55]

POST OFFICE NOTICE.

The *Coblenz*, with the American Mail or *China*, is due to arrive here on Thursday, the 2nd October.

FOR	PER	DATE	TIME
Berlin	Africa	Monday, 29th	9.00 A.M.
Shanghai, North China and Japan via Yokohama	Perma	Monday, 29th	4.00 P.M.
Hankow, Haiphong, Peking and Saigon	Kaifong	Tuesday, 30th	8.00 A.M.
Swatow, Amoy and Foochow	Daikang	Tuesday, 30th	10.00 A.M.
Philippine Islands	Tamung	Tuesday, 30th	3.00 P.M.
Japan via Moji	Shosha Maru	Tuesday, 30th	3.00 P.M.
Swatow, Amoy and Formosa via Takao & Anping	Sosha Maru	Tuesday, 30th	5.00 P.M.
Shanghai and North China	Kaifong	Tuesday, 30th	5.00 P.M.
OCTOBER			
Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples	Prinz Ludwig	Wednesday, 1st	8.00 A.M.
Swatow	Hainan	Wednesday, 1st	10.00 A.M.
Shanghai and North China	Hainan	Wednesday, 1st	11.00 A.M.
Swatow, Amoy and Formosa via Tamsui	Daikang	Wednesday, 1st	11.00 A.M.
Philippine Islands	Hainan	Wednesday, 1st	11.00 A.M.
Straits and India via Calcutta	Hainan	Wednesday, 1st	1.00 P.M.
Tientsin	Hainan	Wednesday, 1st	1.00 P.M.
Japan via Kobe, Victoria, Tacoma Vancouver and Seattle	Ision	Wednesday, 1st	2.00 P.M.
Straits	Australia	Wednesday, 1st	3.00 P.M.
Japan via Yokohama	Yokohama	Thursday, 2nd	11.00 A.M.
Formosa via Koolung, Japan via Moji, Victoria B.C. and Tacoma	Seattle Maru	Thursday, 2nd	Noon
Shanghai and North China	Anhui	Thursday, 2nd	3.00 P.M.
Straits, Ceylon and India via Bombay	Sosha Maru	Thursday, 2nd	3.00 P.M.
Swatow, Amoy and Foochow	Hainan	Friday, 3rd	10.00 A.M.
Shanghai and North China	Tungyang	Friday, 3rd	5.00 P.M.
Philippine Islands, Yap, Maroon, Friedrich Wilhelmshafen, Rabaul, Herbertshöhe, Matapi, Australia, Tasmania, New Zealand via Brisbane	Coblenz	Saturday, 4th	8.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronei	Bugs Maru	Saturday, 4th	10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO (EUROPE via SIBERIA)			
Straits and India via Calcutta	Lansang	Saturday, 4th	1.00 P.M.
Philippine Islands	Zafiro	Saturday, 4th	3.00 P.M.
Shanghai and North China (EUROPE via SIBERIA)	Chenung	Saturday, 4th	5.00 P.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 7th	10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Paul Locat	Tuesday, 7th	10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)			
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Empress of Asia	Friday, 10th	10.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

September 27th.

ON LONDON	
Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days sight	2 1/2
Bank Bills, at 4 months sight	2 1/2
Credits, at 4 months sight	2 1/2
Documentary Bills, at 4 months sight	2 1/2
ON PARIS	
Bank Bills, on demand	25 1/2
Credits, at 4 months sight	25 1/2
ON GERMANY	
On demand	206
ON NEW YORK	
Bank Bills, on demand	49
Credits, at 60 days sight	50
ON BOMBAY	
Telegraphic Transfer	110
Bank, on demand	110 1/2
ON CALCUTTA	
Telegraphic Transfer	110
Bank, on demand	110 1/2
ON SHANGHAI	
Bank, at sight	72 1/2
Private, 30 days sight	73 1/2
ON YOKOHAMA	
On demand	29
ON MANILA	
On demand	26 1/2
ON SINGAPORE	
On demand	122
ON BATAVIA	
On demand	142 1/2
ON HAIPHONG	
On demand	76 1/2
ON SAIGON	
On demand	76 1/2
ON HONGKONG	
SOVEREIGNS, Bank's Buying Rate	89.45
GOLD LEAF, 100 fine, per tole	892.50
BAR SILVER, per oz.	28 1/2

SUBSIDIARY COINS.

Chinese	30 cents pieces	88.25 discount
Chinese	10	88.42
Hongkong	20	85.60
Hongkong	10	88.0

MAILS VIA SIBERIA.

September 18th.	September 27th.
September 18th.	September 27th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 27th SEPTEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, sellers	5 1/2 p.c.
China Borneo Company, Limited	50,000	\$12	all	\$94, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provision, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$9, sellers	7 1/2 p.c.
Cotton Mills	200,000	\$10	all		
Ewo Cotton Spinning & Weaving Co., Ltd.	90,000	Tls. 50	all	Tls. 139, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$94, sellers	
Dairy Farm Company, Limited	40,000	\$7 1/2		\$28	5 p.c.
DOCKS AND WHARVES.					
Hongkong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$90	5 p.c.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$79 1/2	3 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8 1/2, sellers	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53	
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 106	
Green Island Cement Co., Limited	400,000	\$10	all	\$64, sellers	
Hongkong Electric Co., Limited	80,000	\$10	all	\$41, buyers	4 p.c.
Hongkong Hotel Company, Limited	12,000	\$80	all	\$25	5 p.c.
Manila Metropole Hotel, Limited	8,000	Pa. 10	all	\$170, sellers	5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$170, sellers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$23	9 1/2 p.c.
Hongkong & South China Steamship Co., Ltd.	15,000	\$10	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5 1/2	all	9 1/2, sales	
INSURANCES.					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$325, sales	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$149, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$325, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	all	Tls. 137, buyers	6 1/2 p.c.
Union Insurance Society, Limited	12,400	\$250	\$100	\$784, buyers	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$192 1/2, @ Ex 73	
LANDS AND BUILDINGS.					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$113, sellers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$94	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$46	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Maatschappij tot Mijn. Bosch- en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 223, buyers	
Mining.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$2 1/2	
Heawood Tin and Rubber Estate, Ltd.	822,000	\$1	all	\$3 1/2, sellers	
Rao's Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3 1/2	
Tronoh Mines, Limited	160,000	\$10	all	\$10 1/2, sales	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$0.90	
Philippine Co., Limited	50,000	\$10	all	\$5	
Fulper et Papeteries du Tonkin Societe des	75,000	\$50	all	\$20, sellers	
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$95	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35, sellers	
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$3, sellers	5 p.c.
Donghai Steamship Co., Limited	20,000	\$5	all	\$23 1/2, buyers	7 1/2 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$79, London	
Indo-China Steam Navigation Co., Ltd.	50,000 pref.	\$5	all	\$107, buyers	6 p.c.
Shell Transport & Trading Co., Ltd.	250,000	\$10	all	\$57 1/2, buyers	3 1/2 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$22	
South China Morning Post, Limited	5,000	\$25	all	\$4	
Steam Laundry Company, Limited	20,000	\$5	all	\$4	
STORES AND DISPENSARIES.					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$7	all	\$10, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$8, sellers	
Weissmann, Limited	3,000	\$10	all	\$31	
Union Waterboat Co., Limited	50,000	\$10	all	\$17 1/2, buyers	5 1/2 p.c.

Para Rubber in London ... 3 1/4 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1888	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share Brokers.

TO-DAY

3 p.m.—Auction of Crown Land at Fife Street, Hong Kong by Public Works Dept.
5.15 p.m.—Hongkong St. Andrew's Society Annual General Meeting at the City Hall.

TO-MORROW

5 p.m.—U.S.R.C. Extraordinary General Meeting at the U.S.R.C. Ground.

FORTHCOMING EVENTS.

Thursday, 2nd Oct.—
11.30 a.m.—H.K. Cotton Spinning, Weaving & Dyeing Co., Ltd., Meeting of Shareholders.
Saturday, 4th Oct.—
Noon—Hongkong Hotel Co., Ltd., Extraordinary General Meeting.
Noon—Wm. Powell, Ltd., Meeting of Shareholders at Messrs. Johnson, Stokes and Master's Office.

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[34-3]

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HONGKONG.
TELEPHONE NO. 138.

[42-2]

ON SALE.
A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver
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